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## SALT BANK COD FLEET.

Landed Ninety Fares Here  
During Past Season.

CATCH WAS 14,550,000 POUNDS.

This Amount Esimatdd To Be  
Below the Average.

The salt bank cod season which ended with the arrival of the last of the fleet, sch. Sceptre, on Dec. 5, has not been one of the most successful, indeed it can hardly be called an average season.

The fleet engaged in salt banking from this port numbered 48 sail, which made 82 trips. To add to these, six vessels not hailing from this port landed eight trips here, making a total of 90 salt bank cod trips landed at this port the past season. Of these 54 vessels which landed here, 19 of them made but one trip, the rest making two, with the exception of sch. Argo, Capt. Patrick Shea, which made three. Capt. Joseph V. Cusick was the only other skipper to make three trips the past season, two in sch. Helen G. Wells and one in the new sch. Independence II.

The first vessel to sail from here was the schooner Elizabeth N. of Bucksport, which got away February 19, sch. Sceptre being the last to arrive, on December 5. The largest trip of the season, 340,000 pounds, was landed by sch. Arabia, Capt. Jesse Morton, while the most fish for the season, 502,000 pounds, and the high line stock, \$18,535.06, and share, \$615.77, were all three to the credit of sch. Elector, Capt. Clayton Morrissey.

Of all the fleet, but three from this port engaged in dory handling, all the rest being trawlers, except that one vessel, sch. Maxine Elliot, caught her first fare with a seine, near Sable Island. One of the vessels from other ports which landed here was also engaged in dory handling.

The total catch of the 54 vessels in the 90 trips landed at this port was 14,550,000 pounds. Of this amount 7,279,000 pounds were landed on the first trips of the vessels which made two voyages and these vessels on their second trips landed 3,985,000 pounds, while the vessels which made but one trip for the season landed 3,286,000 pounds. The 90 fares landed averaged 162,000 pounds.

Prices ruled high throughout the season, the fares bringing from \$3.37 1-2 per hundred weight for large and \$3 for medium for some of the early trips to \$4.75 for large and \$4.25 for medium on some of the second trips, the highest price paid for salt bank cod since 1891.

The catch is not considered an average one, but the high prices paid for the second trips made the price of fish so high to the consumers that the dealers will probably have stock enough to carry them through to next season.

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## FISHERMEN'S SUPERSTITIONS.

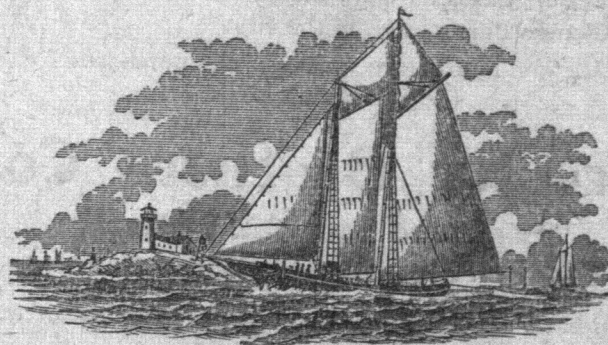
Interesting Facts Relative to  
the Subject.

Written by the Late Captain  
Joseph W. Collins.

Second—A belief in "Jonahs." A Jonah may be something animate or inanimate, or even the result of the actions or accidents of persons; in fact, almost everything that is supposed to bring ill luck is called a Jonah. Thus, a vessel known to be unfortunate is said to be a Jonah; it is often difficult to obtain a crew of good men for her, if men are scarce, although she may be well adapted for the business in which she is engaged. Equal trouble is also sometimes experienced by expert fishermen in securing a berth on board of a fishing vessel, because they possess the unenviable reputation of being a Jonah. Of this I will speak further on.

As to the vessels, it occasionally happens curiously enough, that some of them meet with ill fortune for several years in succession, and under such circumstances that, to believers, the evidence of their being Jonahs is as strong as "proofs of Holy Writ."

I recall a singular circumstance of this kind,



with the particulars of which I was familiar at the time they occurred. Several years ago a new vessel was brought to Gloucester from the port where she was built. She was of the largest class employed in the fisheries—a beauty in model and rig—and the skipper, who was a young man, and part owner, naturally felt a commendable pride in the fine schooner which he commanded. One day, however, while this vessel was being fitted for her first trip, an acquaintance of the captain said to him, "I'm sorry you have had that vessel built." When asked for his reasons, he continued, "I have known the man who built her to launch more than twenty schooners during the past few years, and none of them ever made a dollar for their owners, while few of them have lived more than two or three years, being either wrecked on the shore or foundered at sea." Strange to say, that, for the nineteen months the first skipper sailed in her, "there was nae luck about the house." This was exceedingly trying to one who had previously been fortunate and who felt a pride in his profession. Finally, becoming disgusted and somewhat disheartened by his ill success and unrequited labors, he sold out his share of the vessel and left her, almost convinced that what had been told him by his friend was not very far from the truth.

The sad sequel remains to be told. The schooner—not yet two years old—was lost at sea on her next voyage. The captain and two of the crew were drowned, and the survivors, after enduring much suffering while lashed to the wreck, were finally taken off and returned home to tell the particulars of this ill-fated episode.

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From the day she first sailed out of Gloucester harbor—looking like a yacht, with a crowd of canvas spread to the breeze—to the time she lay a helpless and dismantled wreck on the bosom of the storm-swept Atlantic, she was continually meeting with ill fortune.

Quite as strange tales, nay, even more marvellous ones, could be related of the good or ill fortune of individuals, and the varying experiences of different persons often form the topic of conversation on board the fishing vessels.

Thank goodness, the superstitious belief in men being Jonahs often meets with a rebuff so severe as to hinder it from becoming anything like a general one! I was present once when one skipper inquired of another—nodding his head at the same time in the direction of a man who was at work on the vessel—"Are you going to carry that man?" Receiving an affirmative reply, he continued, "You won't get any fish then; he's a regular Jonah." The reply was "Jonah, or no Jonah, he goes this trip anyway." As the trip in question was a successful one, nothing more was heard about the man being a Jonah, though, to tell the truth, he had been so considered by many of his associates.

Another similar instance may be mentioned. A young man who has sailed from Gloucester several years, had, for a while, rather hard fortune, and it was whispered that he was one of the much-to-be-shunned Jonahs. Nothing else could be said against him, since he was an excellent fisherman, daring, energetic, and, withal, a pleasant shipmate. "But, he is a Jonah!" the credulous exclaimed, whenever the vessel he sailed in failed to make a good trip. His luck changed, however, after a

time, and thereafter those who previously had felt much opposed to being shipmates with him were glad to sail in the same vessel that he did. Meeting with him, not long ago, I was pleased to learn that he was enjoying better fortune than formerly. In reply to my enquiries as to his present success, he said: "Wherever I have been this year I have been lucky. It don't make any difference now what vessel I go in, I always get a good trip—the fish are sure to be there." One can readily imagine how gratifying such a change must be to a person who previously had met with undeserved ill-fortune.

But it often happens that some poor fellow has a "streak" of hard luck really astonishing, so much so, indeed, that it is not wonderful that, after a while, his acquaintances come to have superstitious feelings about him. It matters not how much he may change from vessel to vessel, his luck follows him, and, the strangest of all is that the vessels which are unfortunate while he is in them meet with excellent success at other times. All old fishermen can tell such incidents. I knew a circumstance of this kind that occurred a few years ago:

A young man, engaged in the haddock fishery, secured a berth with one of the smartest skippers who sails from Gloucester. But, notwithstanding the fact that every possible effort was put forth, poor results followed, and the months of November and December wore away, the crew in the meantime not sharing more than \$25 to a man. Everybody felt discouraged. At this time, however, the young



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man of whom I am speaking, and who, it is said, was one of the unlucky ones, left the vessel and shipped in another. On the next trip the vessel he had left shared \$10 from only two days' fishing, and on succeeding trips did even better than that, making an excellent winter's work. But the second vessel in which the man shipped (though commanded by one of the most expert skippers) failed to get a share of fish after he joined her, and the same result was met with by this unfortunate individual in a third vessel which he joined during the winter. The mysterious part of it was that in each of the three cases the vessels which met with poor success while he was in them did much better than an average during the rest of the season. What wonder is there that, in the light of such experiences, fishermen are inclined to be somewhat superstitious?

Some fishermen believe that a valise, when carried on board a vessel, is a Jonah. Probably this belief is largely due to the prejudice felt against carrying such an unseamanlike article on a fishing trip.

Opinions differ as to whether certain other things are Jonahs or not. Among those believed to be such by a few persons may be mentioned violins, checker-boards, toy-boats, a bucket sitting on deck partly full of water, soaking mackerel in a bucket, etc., etc.

The accidents and actions of members of the crew that are supposed to bring ill success, or to be forerunners of such, are, dropping a hatch in the hold, turning a hatch bottom up, breaking a looking-glass, driving nails on Sunday,\* and letting the splices of a cable stop in the hawse-pipe when the vessel is anchoring on the fishing ground.

As to other beliefs, it may be said that all fishermen whistle for a breeze when it is calm, and some occasionally stick a knife in the after side of the mainmast to bring a fair wind. A bee, or a small land bird coming on board, it is supposed, will bring good luck, while ill fortune will follow the lighting of a hawk, owl, or crow on the rigging of a vessel. It is believed that a sharp blow on the head of a fish that has just been separated from the body, will kill the latter which still retains muscular motion. A hook, which has been stuck in the hand, is immediately thrust into a piece of pine so that the wound will not be sore. Just how and why the blow on the fish's head should have any effect on the body from which it has been previously torn, and why sticking the point of a hook into a piece of wood should make any difference in the healing of a wound, are subjects for the curiously inclined to investigate. It is, perhaps, hardly necessary to mention the belief in horseshoes warding off witches, etc., as among the superstitions peculiar to fishermen, since the belief in the efficacy of these objects to prevent ill fortune is now seemingly recognized in the highest society, if one is allowed to judge by the gilded horseshoes conspicuously displayed in the parlors of the fashionable.

"The earth has bubbles, as the water has; and these are of them."—Shakespeare.

\*Some of the skippers make a practice of driving nails on Sunday if they have need to do so. This is, perhaps, done as much to antagonize the belief in its being unlucky as for anything else.

### Big Trip.

Sch. Ella M. Goodwin, Capt. James D. Goodwin, arrived from the Cape Shore this morning with one of the best fares of the season, 80,000 pounds of fresh fish.

## THE FLEET DECREASED.

### Tonnage of This Port Shows Loss from Last Year.

### AVERAGE TONNAGE INCREASED.

#### Annual List of Vessels Issued for the Present Year.

The annual list of vessels belonging to the district of Gloucester has been issued by the Procter Brothers Company, and contains the names of all the vessels registered in the district above five tons burthen, giving their gross and net tonnage, length, breadth and depth, when and where built, and the names of their managing owners or fitters, together with a record of the losses of the year, and the total losses since 1830, the vessels sold and new vessels added to the fleet, the products of the Gloucester fisheries at intervals since 1847, and a list of the fishing vessels at the principal New England ports where the business is conducted, and also of the New York fleet.

The total number of vessels of all descriptions registered in the district of Gloucester, October 1, 1904, was 350, with a total measurement of 23,100.78 tons and 21,065.65 tons net, a decrease of 14 vessels and 791.63 tons gross and 427.22 tons net from last year, when a total of 364 vessels, aggregating 28,892.51 tons gross and 21,492.87 tons net, were registered. During the preceding year an increase of two vessels was made, but a decrease of tonnage of 317.20 tons gross and 242.42 tons net was shown.

Of the different sections of the district, Gloucester harbor shows a decrease of 11 vessels, aggregating 919.93 tons gross and 355.61 tons net, Rockport (including Pigeon Cove) a decrease of two vessels, with 66.39 tons gross and 61.23 tons net, and Manchester a decrease of one vessel, 9.87 tons gross and 9.38 tons net. The tonnage of Lanesville and Annisquam remaining the same.

The average gross tonnage of the district is increased from 79.38 tons to 80.29 tons and the average net tonnage from 59.04 tons to 60.19 tons. The average gross tonnage of the schooners in the district is increased from 96.37 tons to 100.15 tons and the net tonnage from 71.27 to 71.32 tons, the average tonnage of the auxiliary schooners remains at 130.79 tons gross and 83.21 tons net; the average tonnage of the sloops is decreased from 73.82 to 72.60; the average tonnage of the schooner boats is increased from 15.18 tons to 15.73 tons gross and from 12.38 to 12.86 net; the average tonnage of the sloop boats is increased from 12.11 tons to 12.19 tons gross and 11.20 tons to 11.39 tons net; the average tonnage of the steamers is decreased from 89.37 tons to 72.53 tons gross and 57.88 tons to 46.22 tons net; and the average tonnage of the barges is decreased from 155.20 tons to 119.06 tons gross and from 145.82 tons to 112.04 tons net.

The average tonnage of Gloucester Harbor is increased from 82.37 tons to 82.67 tons gross and from 60.40 tons to 61.14 tons net; that of Rockport (including Pigeon Cove) is increased from 67.61 to 69.63 tons gross and from 58.65 tons to 61.41 tons net; Annisquam and Lanesville remain the same, while Manchester shows an increase in average tonnage from 12.37 tons to 13.62 tons gross and from 11.75 tons to 12.94 tons net.

The following table shows the total number of vessels of each rig registered in the district October 1, 1904, with the total and average gross and net tonnage of each class.

Vessels	Gross Tonnage	Net Tonnage	Average Gross Tonnage
239 Schooners	23,935.03	17,762.53	100.15
5 Auxiliary schs.	653.92	416.06	130.78
1 3-masted schooner	470.63	347.15	470.63
8 Sloops	580.82	553.62	72.60
32 Schooner boats	503.33	411.59	15.73
45 Sloop boats	548.70	512.54	12.19
12 Steamers	870.32	554.68	72.53
1 Schooner yacht	129.28	129.28	129.28
2 Sloop yachts	22.43	21.31	11.22
1 Auxiliary sch. boat	13.68	13.68	13.68
1 Auxiliary sloop boat	15.45	7.11	15.45
3 Barges	357.19	356.10	119.06

350 28,100.78 21,065.55 80.29

The tonnage of the several harbors of the District on October 1, 1904, was as follows:

#### Gloucester Harbor.

Vessels	Gross Tonnage	Net Tonnage	Average Gross Tonnage
227 Schooners	22,955.00	16,856.58	101.12
5 Auxiliary schs.	653.92	416.06	130.78
1 3-masted sch.	470.63	347.15	470.63
2 Sloops	40.45	40.19	20.23
28 Schooner boats	450.77	360.01	16.10
33 Sloop boats	435.48	403.69	13.10
9 Steamers	433.33	271.25	48.15
1 Schooner yacht	129.28	129.28	129.28
1 Sloop yacht	8.43	8.01	8.43
1 Auxiliary sch. boat	13.68	13.68	13.68
1 Barge	46.79	44.46	46.79

309 25,637.76 18,893.36 82.97

#### Annisquam.

1 Auxiliary sloop boat 15.45 7.11 15.45

#### Lanesville.

1 Schooner	21.62	20.54	21.62
1 Schooner boat	12.44	11.82	20.44
2 Sloop boats	18.70	17.77	18.70
4	52.76	50.13	13.19

#### Rockport.

5 Schooners	317.79	276.80	63.56
3 Schooner boats	40.12	36.76	13.37
8 Sloop boats	72.92	70.14	9.13

16 430.83 383.70 26.93

#### Pigeon Cove.

6 Schooners	610.62	608.61	106.77
6 Sloops	540.37	513.43	90.06
3 Steamers	436.96	283.43	145.66
1 Sloop boat	8.36	8.36	8.36
2 Barges	310.40	291.64	155.20

18 1,936.74 1,705.47 107.60

#### Manchester.

1 Sloop boat	13.24	12.58	13.24
1 Sloop yacht	14.	13.30	14.
2	27.24	25.88	13.62

The total number of vessels on the list last year was 394, the aggregate tonnage being 28,892.77 tons gross and 21,492.77 tons net, the average tonnage being 79.38 tons gross and 59.05 tons net. Of this number 255 were schooners, aggregating 24,585.03 tons gross, and 18,174.63 tons net, six auxiliary schooners, aggregating 653.92 tons gross and 416.06 tons net, one three-masted schooner, 470.63 tons gross, 347.15 tons net, eight sloops, aggregating 598.54 tons gross and 569.45 tons net, 33 schooner boats, 501.05 tons gross, and 408.65 tons net, 43 sloop boats, 520.59 tons gross and 481.76 tons net, 12 steamers, 1,072.44 tons gross and 634.33 tons net, one auxiliary schooner boat, 12.11 tons gross and net, one auxiliary sloop boat, 15.45 tons gross and 7.11 tons net, two schooner yachts, 143.28 tons gross and 142.58 tons net, one sloop yacht, 8.83 tons gross and 8.40 tons net, and two barges, 310.40 tons gross and 291.64 tons net.

The largest schooner on the list the present year are schs. Lucy E. Friend (three-masted), 470.63 tons gross and 347.15 tons net; the next largest is sch. J. K. Manning, 297.85 tons gross and 228.99 tons net; and the third largest is sch. Paul Seavey, 237.10 tons gross and 222.35 tons net, all of which are employed in freighting.



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The largest schooner engaged in the fisheries is sch. Tattler, 172.43 tons gross, 135.92 tons net; the next largest is sch. J. J. Flaherty, 162.16 tons gross and 124.12 tons net; and the third largest is sch. Lucania, 147.22 tons gross and 104.34 tons net.

The largest auxiliary schooner is sch. Saladin, 137.79 tons gross and 89.66 tons net, while sch. Constellation is but a trifle smaller, being 137.62 tons gross and 89.56 tons net.

The total number of vessels added to the district during the year was 25, with a total tonnage of 1672.94 tons gross and 1237.88 tons net and an average tonnage of 66.92 tons gross and 49.52 tons net. Of this number, 14 vessels, aggregating 1193.71 tons gross and 852.97 tons net, and averaging 77.59 tons gross and 56.85 tons net, were built during the year, and 10 vessels, aggregating 509.23

tons gross and 384.91 tons net, were added by purchase or transfer from other ports.

The new vessels added during the year include 9 schooners, with a total tonnage of 1071 tons gross and 765.26 tons net, one sch. boat, 19.53 tons gross and net, and five sloop boats, with a total tonnage of 73.18 tons gross, and 64.18 tons net and an average tonnage of 14.64 tons gross and 13.64 tons net.

The vessels added by purchase during the year included two schooners with an aggregate tonnage of 198.34 tons gross and 163.26 tons net and an average tonnage of 99.17 tons gross and 80.13 tons net, two schooner boats, with a total tonnage of 23.65 tons gross and 22.48 tons net, and an average tonnage of 12.83 tons gross and 11.42 tons net, three sloop boats with an aggregate tonnage of 25.43 tons gross and 25.01 tons net, and an average tonnage of 8.44 tons gross and 8.34 tons net, two steamers with a total tonnage of 215.05 tons gross and 142.70 tons net and an average tonnage of 107.01 tons gross and 71.35 tons net, and one barge, 46.79 tons gross and 41.46 tons net.

The total number of vessels added to the fleet in 1903 was 28, with a total measurement of 1997.64 tons gross and 1493.54 tons net, and an average tonnage of 70.92 tons gross and 53.34 tons net, of which 20 vessels, aggregating 1525.07 tons gross and 1065.42 tons net, and averaging 76.25 tons gross and 53.27 tons net, were built during the year, and eight vessels, aggregating 472.56 tons gross and 428.12 tons net, and averaging 59.07 tons gross and 53.51 tons net, were added by purchase from other ports.

Twenty-six vessels, with a total measurement of 1507.39 tons gross and 1109.95 tons net and an average tonnage of 65.54 tons gross and 48.26 tons net have been sold to other ports during the year. The vessels sold from the district include 15 schooners, with a total measurement of 1333.12 tons gross and 1004.18 tons net, one sloop 37.91 tons gross, 36.05 tons net, two schooner boats, with a total measurement of 16.36 tons gross and 15.49 tons net, and five sloop boats with a total aggregate tonnage of 70 tons gross and 54.23 tons net.

One schooner 23.24 tons gross, 22.12 tons net, has been condemned and broken up, and one sloop boat 7.55 tons gross, 7.18 tons net, has been remeasured and falls below the limit of five tons above which vessels are registered.

The number of vessels sold from the district the preceding year was 20, with a total measurement of 1579.08 tons gross and 1,221.22 tons net, and an average measurement of 78.93 tons gross and 61.06 tons net, have been sold to other ports during the year, of which eight were schooners, with a total measurement of 881.86 tons gross and 564.80 tons net and an average tonnage of 80.17 tons gross and 51.37 tons net, one sloop, 63.05 tons gross and 59.90 tons net, one sloop boat, 6.82 tons gross and 6.48 tons net, two auxiliary schooner boats, with a total measurement of 50.25 tons gross and 23.61 tons net and an average measurement of 25.13 tons gross and 11.82 tons net, two steamers, with a total tonnage of 77.36 tons gross and 38.69 tons net and an average tonnage of 38.63 tons gross and 19.34 tons net, and three barges, with an aggregate tonnage of 509.74 tons gross and 430.61 tons net and an average tonnage of 166.91 tons gross and 143.54 tons net.

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The total number of vessels belonging to the district lost since the publication of the last list, including one sloop boat of less than five tons which was not registered, was 11, with an average tonnage of 1131.76 tons gross and 757.38 tons net, and an average tonnage of 113.17 tons gross and 75.74 tons net, of which ten vessels, with a total tonnage of 1067.85 tons gross and 696.65 tons net, were employed in the fisheries and one sloop, 63.93 tons gross and 60.73 tons net, was employed in the stone coasting trade. The vessels with their outfits were valued at \$127,300, on which there was an insurance of \$93,994.

Four of the vessels lost were employed in the Newfoundland herring fishery, two were engaged in mackerel seining, two in shore cod-fishing and one each in the Banks halibut fishery and in the haddock fishery.

For the first time since 1892 and the second time since 1883 and for many years preceding, no vessel has sailed from port and never been heard from or has been lost during the year with her entire crew, and the loss of life from other causes has been much below the average. The total number of men lost, including deaths on shipboard or in hospitals and sailors drowned at the wharves, has been 23, leaving four widows and 19 children.

For the preceding year the number of vessels lost was six, with a total tonnage of 738.35 tons gross and 526.81 tons net, and an average tonnage of 126.06 tons gross and 87.80 tons net, valued at \$66,500 and insured for \$55,098. The total number of lives lost during the year was 76, leaving 20 widows and 54 fatherless children.

The number of outfitters, including firms and individual owners at Gloucester harbor is 27, fitting 227 vessels. This list does not include a large number of owners who sail their own vessels and have no permanent place of fitting, while several vessels are included which are owned by their masters but fit regularly at the place. Last year the number of the outfitters was 28, fitting 227 vessels, and the previous year the number was 31, fitting 231 vessels. The list the present year is as follows:

James E. Bradley, 4; John Chisholm, 11; Cunningham & Thompson, 17; Davis Bros., 13; Gardner & Parsons, 10; John Gleason Jr., 7; Thomas Hodge, 3; Wm. A. King & Co., 5; Samuel Lane & Bro., 10; T. A. Langsford & Son, 2; Jerome McDonald, 7; Orlando Merchant, 14; B. Montgomery & Son, 1; Oakes & Foster, 3; Hugh Parkhurst & Co., 6; Pinkham & Foster, 2; Samuel G. Pool & Sons, 4; John Pew & Son, 15; David B. Smith & Co., 27; Samuel P. Smith, 5; Sylvanus Smith & Co., 13; Lemuel E. Spinney, 3; George Steele, 8; James G. Tarr & Bro., 10; John F. Wonsan & Co., 10; M. Walen & Son, 16; Carl C. Young, 3.

Copies of the book can be secured by addressing The Procter Brothers Company and enclosing 50 cents.

## BRITISH SCH. HAVANA.

Arrived This Morning with Salt Herring Cargo.

Secured Her Fare at St. Anthony Newfoundland Coast.

The British sch. Havana arrived here this forenoon from St. Anthony, a place on the northeast coast of Newfoundland, with a cargo of 1340 barrels of salt herring consigned to Slade Gorton & Co.

## DAILY TIMES FISH BUREAU.

### To-day's Arrivals and Receipts.

Sch. Volant, Cashes, 45,000 lbs. fresh fish.  
Sch. Ella M. Goodwin, Cape Shore, 80,000 lbs. fresh fish.  
Sch. M. B. Stetson, Bay of Islands, N. F., 1260 bbls salt herring.  
Sch. Orinoco, via Boston, 20,000 lbs. cusk.  
Sch. Titania, via Boston.  
Br. sch. Havana, St. Anthony, N. F., 1340 bbls. salt herring.  
Sch. Rita A. Viator, shore.  
Sch. Flora J. Sears, shore.  
Sch. Viking, shore.  
Sch. Annie and Jennie, shore.  
Sch. Kernwood, shore.

### Today's Fish Market.

Board of Trade prices for salt and fresh fish:

Salt fish, handline Georges cod, \$4.90 per cwt. for large, \$4.00 for medium; trawl Georges cod, \$4.25 for large, \$3.25 for medium; trawl Bank cod, \$4.00 for large, \$3.50 for medium; hake, \$1.25; pollock, \$1.25; haddock, \$1.75; large cusk, \$2.50.

Fresh fish, large cod, \$2.15; medium cod, \$1.75; all cod caught to the eastward of La-Have bank, \$2.15, medium \$1.75; cusk, \$1.50; Eastern haddock, \$1; Western haddock, \$1.15; hake, 90 cts.; Eastern hake, 90 cts.; Western hake, 95 cts.; pollock, 70c; snap per codfish, 60 cts.; snapper cusk, 40 cts.

Outside sales salt Georges cod, \$5.50 per cwt. for large and \$5.00 for mediums.

Outside sales fresh hake, \$1.00.

Bank halibut, 14 cts. per lb. for white and 10 cts. per lb. for gray.

## DAILY TIMES FISH BUREAU.

### To-day's Arrivals and Receipts.

Sch. Manomet, shore.  
Sch. Catherine D. Enos, shore.  
Sch. Mary E. Silveria, shore.  
Sch. Estelle S. Nunan, shore.

### Today's Fish Market.

Board of Trade prices for salt and fresh fish:

Salt fish, handline Georges cod, \$4.90 per cwt. for large, \$4.00 for medium; trawl Georges cod, \$4.25 for large, \$3.25 for medium; trawl Bank cod, \$4.00 for large, \$3.50 for medium; hake, \$1.25; pollock, \$1.25; haddock, \$1.75; large cusk, \$2.50.

Fresh fish, large cod, \$2.15; medium cod, \$1.75; all cod caught to the eastward of La-Have bank, \$2.15, medium \$1.75; cusk, \$1.50; Eastern haddock, \$1; Western haddock, \$1.15; hake, 90 cts.; Eastern hake, 90 cts.; Western hake, 95 cts.; pollock, 70c; snap per codfish, 60 cts.; snapper cusk, 40 cts.

Outside sales salt Georges cod, \$5.50 per cwt. for large and \$5.00 for mediums.

Outside sales fresh hake, \$1.00.

Bank halibut, 14 cts. per lb. for white and 10 cts. per lb. for gray.

### Boat to.

Sch. Sadie M. Nunan, 5500 haddock.  
Sch. Richard J. Nunan, 3000 haddock, 500 cod, 3000 hake.  
Sch. Illinois, 7000 haddock, 2000 cod, 4000 hake, 500 pollock, 1000 cusk.  
Sch. Emily Cooney, 3000 haddock, 500 cod.  
Sch. Mary Cabral, 3000 haddock, 1000 cod.  
Sch. Manhasset, 35,000 haddock, 4000 cod.  
Sch. Richard Wainwright, 10,000 haddock, 18,000 cod, 6000 cusk.

Haddock, \$3 to \$3.50; large cod, \$3.50 to \$4; market cod, \$2.50 to \$3; cusk, \$2; hake, \$2.30 to \$2.50.

### Fishing Fleet Movements.

Sch. Edward A. Perkins has fitted for a Newfoundland frozen trip under command of Capt. Wilson Cahoon.